ABOUT JAMES J. HILL

GOSSIP CONCERNING THE NORTH WESTERN RAILROAD KING, WHO IS 68 YEARS OLD TODAY.

His 20,000 Miles Of Roads and How He Manages Them He Now Plans To Grab Canada And The West-Queer Methods Of Railroad Management And The Great Northeast As a School-Hill's Characteristics-His Wonderful Memory-His Economies - HisLove For Art And Diamonds - His Big Farm And How He Handles It Something About Hill's Sons, Who Are Being Trained To Succeed Him.

Sprid Correspondence of the Deseret News by Frank G. Carpenter.)

gw YORK, Sept. 11.—When owns something of the Atlantic lines as well.

James J. Hill wakes up next Sunday morning he will be just as years old. He will probably puts from his bed as fresh as any one this 10,000 employes of half his age. and the chances are that he will do nere work during the coming week than any of them. Mr. Hill has all the energy of a man in his forties, and us roice is as strong and his step as on 28 when he rode over the Red giver valley in an ex cart a generation igo, and decided that it was rich ; south to pay dividends on a railroad ir all time in the future. Mr. Hill surted life as a farmer's boy in Ongride life as a farmer's boy in Onario. Canada, and he earned some of ario. Canada, and he earned some of life in the then village of St. Paul. He was working there at a dollar or sta day at the time I was born, just a years ago, and he has since work. so a day at the time I was born, Just 29 years ago, and he has spice work-d to such purpose that he has at 2000,000 for every year of my

THE RAILROAD KING.

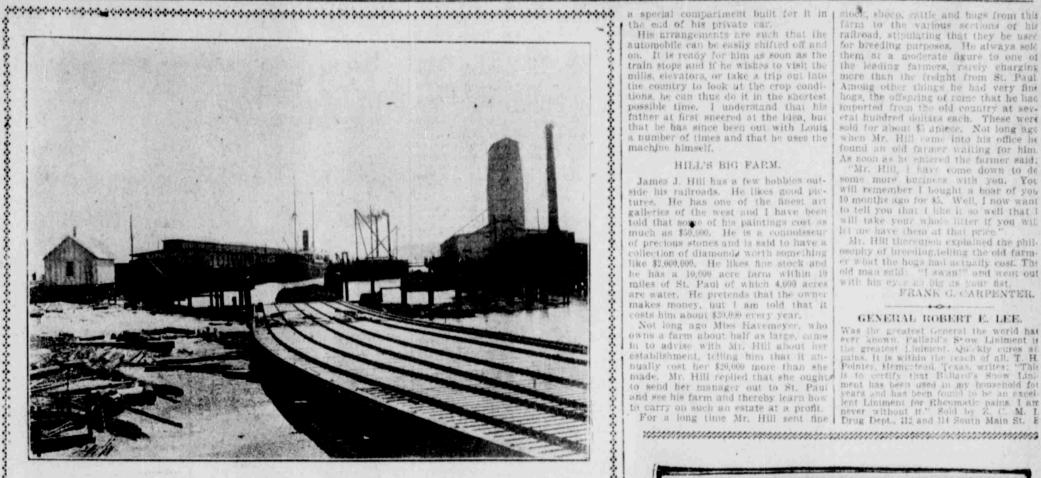
the chief railroad man of lines to the mines of British Columbie the Enited States and the chief bia, and I understand will make extensions on to Vancount will make exthe Enited States and the world. tensions on to Vancouver. He expects

Operight, 1906, by Frank G. Carpen- and, I venture, if one could have a look at Pierpont Morgan's private account books he would find tifat James J. Hill

JIM HILL'S NEW ROADS.

I understand that Mr. Hill's plans for the future comprehend an enor-mous addition to his present princi-He is building feeders along the Great Northern and is steadily adding new lines to each system. He recently bought, it is said, the controlling interest in the Kansas, Missourl and Texas to give his Burlington traffic an outlet to the Gulf of Mexico, and the Great Northern is reaching out toward Canada to grab new wheat belt at a dozen different nts. This octopus of the northwest points. already has one claw on Winnipeg and another on the great coal mines of British Columbia, while a half dozen others are working northward into the agricultural regions. He sneers at the idea of a possible railroad to Hudson bay, saying that it would last 1,000 years, for the road would soon be covered with ice. At the same time wellposted Canadians tell me that he has a charter for such a road by way of Brandon and that if the other lines start toward that great inland sea he will be on the ground as soon as they.

Mr. Hill is also building a number of roads in the northwest. He has



SMITH'S COVE AT SEATTLE.

Where the Hill Railroads and His Great Pacific Steamers Meet.

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. . JAMES J. HILL. One of the World's Greatest Railroad Men, From a Photograph Furnished

James He controls the and also the Burlington and the of reaching around the they would reach the east

Mr. Carpenter for the Descret News. tween the Cascade mountains and the en Pacific the two buxom maid-hom he has entired into the which will reduce the time between est Northern harem. As head of those two points about twelve hours. Great Northern he has more than I The Burlington system will eventually s of red-hot railroad tracks, | be extended to San Francisco, and al e Burlington gives him 8,000 miles I together the northern half of our great

United States better than his Bible, and northwest looking up the possibilities Hill's his line to the Pacific he traveled over on horseback, making a thorough study of what was under the soil as well as

reduced the grades, and so made on

difference in grades which that road had in its favor over the other transpacific lines. He made it cross the mountains at a lower pass than any other, and built it better and cheaper, The result was he could carry freight more cheaply, and, by a study of the traffic, was able to keep his cars full going and coming. It was through him that lumber was first shipped from the west to the east, and by his steamships he is now building up a great traffle in freight from the east to the west to go on to the orient.

IS HILL EXTRAVAGANT?

Some railroad men think Mr. Hill extravagant, and others tell me that he is the stingiest man on earth. I have known many who worked for him and some who have been discharged. He is close and just the reverse. He be-lieves in economy as to the smallest details, and he cuts expenses down to the last degree. At the same time he will spend millions to reduce grades and save motive power. He has been operating the Great Northern for years at from 49 to 51 per cent of its gross earnings, a record that no other rapproad in the country has. He has the grades so cut that only I per cent of them between his eastern and western terminals requires double-header en gines, while on other trans-continental lines such engines are needed on more

On Mr. Hill's railroads all the re-receipts come to him. He does not believe in dividing with other companies. He has the express business, the sleeping cars, the dining and parior cars and all form sources of revenue. At out of them. He loans cars and cont

o brigate that valley. had tent him \$15,000, and taken th lisch which started the population

Mr. Hill went into the general pas senger agent, and asked him

you may omit the rule as far as that man is concerned. He has a When he started it I gave him a ago. It is now 18 years since he gave me a roast in his paper and I

incident like that down to the year and the day, and at the same time supply the transportation for half a continent say the least, remarkable.

HILL AS AN EDUCATOR. The Great Northern railroad has, among the financiers. Take, for in-stance, W. F. Newman, the president president of the Southern; Harding, vice president the Norfolk and Western, and F. Brittin, the president of the Belt road, they are all graduales from the Great Northern, E. W. McKenna, vice president of the Chicago, Milwaupresident of the Burlington, and Fred-

tion without he is awake and doing his shops at St. Paul. They then became best. Mr. Hill seldom pardons failure: he has no sympathy with incompe-tency, and he will dismiss any one, from vice president to brakeman, upon They are all of good habits, and no scandal has ever been attached to any provocation. He likes to have his men plan out new schemes for increasing

their business, so as to make them decidedly uncomfortable. THE HILL BOYS.

than one or two mistakes in manage-ment without a discharge. He is often

graff to his subordinates, dragging them roughshod over the coals as to

Mr. Hill has three boys, all of whom are employed in the railroad business. James N. Hill, the oldest, aged 33, is vice president of the Northern Pacific; Logis W. Hill, aged \$1, is first vice walter H. Hill, aged 22, is its rightof-way agent, having been recently employed in pure using the right of way of a new line between Sioux City and Omaha. All these boys have been as they left college they were placed in the auditing department of the

assistant roadmasters and assistant superjutendents of various divisions rising step by step to their present

of them.

Louis W. Hill will probably be his father's successor in the railroad world. He is now the executive head of the Great Northern, and I am told one. He has been over the road again and again, and he is saturated with his father's methods and policy. All the employes report to him direct, and al-though he is strict he is popular with them. Like his father, he is a develop-er and pusher. It is through him that the Massaba iron range was opened up and its transportation given to the Great Northern system. Mr. Louis Hill bersuaded his father to build the road if the owners of the mines would give i the hauling of their ore to Duluth. This was done, and R has proved profitable. Mr. Louis Hill frequently goes over the Great Northern system and keeps in close touch with its various commun-Great Northern, and after that in its I power automobile with him, having had

on. It is ready for him as soon as the train stops and if he wishes to visit the mills, elevators, or take a trip out into the country to look at the crop condi-tions, he can thus do it in the shortest possible time. I understand that his father at first sneered at the idea, but that he has since been out with Louis a number of times and that he uses the machine himself.

HILL'S BIG FARM.

James J. Hill has a few hobbies outside his railroads. He likes good pic-tures. He has one of the linest art galleries of the west and I have been told that some of his paintings cost as much as \$50,000. He is a connolsseur of precious stones and is said to have a collection of diamonds worth something like \$2,000,000. He likes fine stock and he has a 10,000 acre farm within 10 miles of St. Paul of which 4,000 acres are water. He pretends that the owner makes money, but I am told that it costs him about \$20,000 every year. Not long ago Miss Havemeyer, who owns a farm about half as large, came in to advise with Mr. Hill about her establishment, telling him that it an-

for breeding purposes. He always seld them at a moderate figure to one of the leading farmers, rarely charging more than the freight from St. Paul Among other things he had very fine hogs, the offspring of rome that he had imported from the old country at several hundred dollars each. These were sold for about \$1 apiece. Not long ago when Mr. Hill came into his office he found an old farmer waiting for him. As soon as he entered the farmer said: "Mr. Hill, I have come down to de some more business with you. You will remember I bought a boar of you to months ago for \$5. Well, I now want to tell you that I like it so well that I will take your whole litter if you will let me have them at that price."

Mr. Hill thereupon explained the philosophy of breeding telling the old farm-

er what the hogs had actually cost. The old man said: "I swan!" and went out with his eyes as big as your list. FRANK G. CARPENTER.

GENERAL ROBERT E. LEE.

establishment, telling him that it annually cost her \$20,000 more than she made. Mr. Hill replied that she oughts to send her manager out to St. Paul and see his farm and thereby learn how to carry on such an estate at a profit.

For a long time Mr. Hill sent time

For a long time



M'KINLEY MAUSOLEUM NEARING COMPLETION

A year remains of the aliotted time for the completion of the McKinley monument, being erected in Canton, O., by the National McKinley Memorial association, and a fair impression of the architectural character of the monument can be obtained.

The work on the mausoleum and surroundings has progressed remarkably well, one-half of the granite for the outer wall of the mausoleum being already in position. The total height will be 110 feet. About 55 feet remain

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